

## Planning Commission Staff Report

Hearing Date: June 7, 2007



<b>Case:</b>	<b>8944</b>
<b>Project Name:</b>	Taylorsville Road Area/Urton Lane Study
<b>Applicant:</b>	Louisville Metro Government
<b>Representative:</b>	Louisville Metro Planning and Design Services
<b>Jurisdiction:</b>	Louisville Metro
<b>Council District:</b>	20 (Benson)
<b>Case Manager:</b>	Kendal Baker, AICP, Planning Supervisor

### **Request**

Review of the Taylorsville Road Area/Urton Lane Study (as directed by Planning Commission and Metro Council Resolutions) and a review of the associated Executive Summary as an amendment to Cornerstone 2020.

### **Staff Recommendation**

Staff recommends that the Planning Commission review this study and the recommendations contained herein and forward a recommendation to the Metro Council to approve the study and to append the Executive Summary to Cornerstone 2020.

### **Case Summary / Background**

In November 2006, the Planning Commission passed a resolution directing Planning and Design Services to undertake a study of the area in the vicinity of the Taylorsville Road/I-265 Interchange to resolve long range land use planning, infrastructure, and transportation issues. This study would address the location of the Urton Lane corridor; this corridor is needed to produce a viable path to improve transportation and connectivity in the area. Metro Council placed developments in this area on hold until the completion of this planning study. At least six projects propose significant changes in the current character,

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transportation, and land use patterns of the area, and these changes are of a magnitude which may alter the form district status of the area. .

In addition to this study, there are numerous other studies, projects and planning efforts proposed or underway affecting this area. These include:

- Kentucky Transportation Cabinet (KYTC) study of Taylorsville Road from Taylorsville Lake Road, east of I-265 to downtown Jeffersonton to the west;
- Blankenbaker Parkway Extension south to KY 155;
- Rehl Road/I-265 Interchange;
- Plantside Drive Extension, east from Blankenbaker Parkway (preserved as part of the Hollenbach-Oakley development);
- Rehl Road Corridor improvements from Blankenbaker Parkway to South Pope Lick Road;
- Metro Parks/21<sup>st</sup> Century Parks initiative along Floyds Fork corridor between US 60 to the north and US 31E to the south planning effort which includes the City of Parks initiative just south of this area;
- Planning and Design Services' Centers study of Floyds Fork corridor/southeastern Jefferson County;
- Tyler Rural Settlement District neighborhood plan

### **Study Recommendations**

The Executive Summary of this study outlines three specific recommendations, as listed below. (The complete text of the Executive Summary is attached.)

### **Land Use**

The form district should be changed from Neighborhood to Town Center in the following area: along Taylorsville Road from Tyler Retail Drive (i.e., west of Kroger) east to I-265, and north to the railroad track to include Saint Michael Church and its planned expansion west, and the proposed Tyler Retail #2 and Icon developments.

### Urton Lane Extension

The Urton Lane extension should follow Alternative “A” which is generally parallel and in proximity to I-265; and from the railroad tracks south to follow Alternative “B” with the following key elements:

Termini: KY 155 at Stone Lake Drive in the south, and the railroad track crossing adjacent to I-265 in the north.

Alignment: The location of the alignment between these termini can be decided by the developers of the two it would traverse (Tyler Retail #2 and Icon), in compliance with the following guiding principles:

- 1) The design must have acceptable geometry for a 35-mile-per-hour design speed.
- 2) The design must be compatible with the Louisville Metro Complete Streets policy for a Minor Arterial in a Town Center, including bicycle and pedestrian facilities.
- 3) The traffic, based on a full build-out of the future Town Center, must operate at an acceptable Level of Service for the Urton Lane Extension.
- 4) Buffering from Saint Michael Church and school must be provided by landscaping and/or transitional land uses.
- 5) Safe and efficient access to Saint Michael, Tyler Retail, and future developments must be provided.
- 6) Coordination between Louisville Metro, Tyler Retail, Saint Michael, and the two proposed developments (Tyler Retail #2 and Icon) must be maintained in an effort to create a mutually beneficial plan.

### Access Management Along Taylorsville Rd Between I-265 and Stone Lakes Dr

No left-turns should be permitted onto KY 155 from either Hopewell Drive or future development. Instead, rights-in and rights-out should be permitted, with one left-in from KY 155 to Hopewell Drive.

## **Staff Findings**

The following Guidelines of Cornerstone 2020 Plan Elements support the recommendations contained in the Taylorsville Road Area/Urton Lane Study:

### **Guideline 1. Community Form**

Use existing and emerging forms or patterns of development and local plans developed in accordance with the Comprehensive Plan to guide land use decisions and design of development.

### **Guideline 2. Centers**

Encourage mixed land uses organized around compact activity centers that are existing, proposed or planned.

### **Guideline 3. Compatibility**

Ensure that land uses and transportation facilities are located, designed and constructed to be compatible with nearby land uses and to minimize impacts to residential areas, schools and other sensitive areas in the community.

### **Guideline 7. Circulation**

Ensure a balanced and comprehensive multi-modal transportation network that is coordinated with desired growth and development patterns and provides for the movement of people and goods.

## **Attached Documents / Information**

Attached is the comprehensive plan guidelines discussed within the staff findings.

## **Notification**

This request was noticed in accordance with KRS 100 requirements.